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CLASSIFICATION

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COUNTRY Poland/USSR

REPORT

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SUBJECT Gauge-Changing Zone between Kovel and
Lublin

DATE OF REPORT 8 May 1958

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LAST REPORT ON SUBJECT
(If applicable)

ANNEXES 1 - sketch

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1. Between October and 21 December 1957, the Kovel - Lublin railroad line was double-track. A Soviet broad-gauge track led as far as Rejowiec, and a standard gauge track started at Kovel. Rails and ties were being improved between Dorohusk and Lublin. 1
2. The section between Vlodava on the River Bug and Chelm of the Brest-Litovsk - Chelm railroad line was operated single-track. [redacted] the total line was scheduled to be constructed double-track in 1958. 2
3. Anthracite shipped to the west was being transloaded into empty railroad cars of the PKP (Polskie Koleje Państwowe) (Polish State Railroads) at the Soviet railborder station Yagotsin on the Kovel - Lublin line. 25X1
4. In accordance with the Warsaw Agreement concluded in 1956, goods shipped via the Polish railborder station Dorohusk to the west included round and saw timber, ties, crude oil, anthracite, and grain; while sugar was dispatched to the east. The daily arrival of logs at Dorohusk amounted to 800 tons, including 500 tons destined for the GDR and 280 tons for the German Federal Republic. In addition, a total of 200 tons of good lumber and 200 tons of unimpregnated railroad ties were daily dispatched to the GDR, and about 160 to 200 tons of lumber to the German Federal Republic. Part of the lumber was being transloaded at Dorohusk. The transloading capacity of the Dorohusk railroad station was 500 tons in 8 hours. In 1957, wheat shipped via Dorohusk to the west included 45,000 tons, while a total of 120,000 tons is scheduled to be shipped in 1958. In December 1957, two troop trains daily went to the west. The trains consisted of 14 to 22 new East German converted boxcars, each car carrying about 40 men. The soldiers had to change into the East German cars on Soviet territory. 3
5. Timber and grain were being transloaded at the Chelm-Cementownia railroad station, the transloading capacity of which was 200 tons within eight hours. 4
6. Also in the course of eight hours, timber could be transloaded at the Chelm passenger station. Military shipments, which used to stop up to five hours at this station, were being guarded by a Soviet military detail of three officers and 10 soldiers stationed at the installation.
7. Two trains, each with 16 tank cars of oil, were being transloaded

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exclusively to East German railroad cars [redacted]

[redacted] at Rejowiec railroad station, the terminal of the broad-gauge track. Since the tank cars carried 60 tons of oil each, a daily transloading capacity of 1,920 tons was achieved. During the cold weather period, the transloading of oil was rather difficult, since the Soviet cars were not equipped with heating coils. 5

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8. The Soviet - Polish border runs along the River Bug. Two old railroad arched bridges were being observed over the two arms of the river, one or two kilometers east of Dorohusk.

1. [redacted] Comment. [redacted]

[redacted] Rejowiec as terminal of the broad-gauge track [redacted] was reported for the first time but tends to be credible and to confirm the general extension of the gauge-changing zone.

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2. [redacted] Comment. Since [redacted] the bridge over the River Bug has been reconstructed, it is presumed that the total line will be improved.

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3. [redacted] Comment. The quantity of goods passing through Dorohusk to the west and east [redacted] confirms previous information. The poor transloading capacity of about half a train within eight hours is worth noting. [redacted]

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4. [redacted] Comment. Thus, the transloading capacity of the Chelm - Cementownia railroad station is even poorer than that of Dorohusk station.

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